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STANDING OPERATING PROCEDURE
NUMBER 50-3064-1

4 October 1966

SEARCH AND RESCUE

1. PURPOSE: To establish procedures, requirements and responsibilities to cope with an aircraft emergency or accident.
2. RESPONSIBILITIES: The Deputy Commander for Operations is responsible for the implementation and revisions to this SOP. Each deputy commander, division chief, or section supervisor will be responsible for the applicable portion of this SOP and will formulate a plan of action for search and rescue support. This plan contains instructions, procedures, and information necessary to perform duties during an aircraft emergency or accident and will be maintained in the individual staff agency's directives.
3. GENERAL: This SOP divides aircraft emergency situations into two major areas: On base accidents/aircraft emergencies and off-base aircraft accidents. Initial mission prosecution will be as follows:
 - a. Notification: Upon receiving information or witnessing any aircraft emergency, or accident, the control tower will activate the primary crash system and base operations will activate the secondary crash system. If the Command Post receives the emergency or crash information initially, it will relay the information to the tower which will activate the primary crash system. All stations on the crash system will take appropriate action upon receipt of necessary information. The primary and secondary crash circuits are listed below:

- (1) Primary Crash:
 - (a) Fire Station
 - (b) Base Hospital
 - (c) Command Post
 - (d) Helicopter Rescue
 - (e) Base Operations

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OPR: DCOT

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(2) Secondary Crash:

- (a) Base Commander
- (b) DCO
- (c) DCM
- (d) Aircraft Maintenance
- (e) Security
- (f) Contractor
- (g) Weather
- (h) Photo Lab

4. PROCEDURES FOR AIRCRAFT EMERGENCIES OR ON-BASE ACCIDENTS:

a. The tower will control traffic and comply with normal emergency procedures.

b. The mobile control officer represents the Deputy Commander for Operations and, in the interest of safety, has the authority to control the airfield situation during [REDACTED] and/or other jet emergencies that occur while he is on duty. When the Commander, Deputy Commander for Operations, or Supervisor of Flying desire to take command of the situation during emergencies, he will so advise the Mobile Control Officer and tower. To preclude unnecessary duplication of instructions, simultaneous transmissions and conflicting instructions only one radio vehicle manned by the Commander, DCO, SOF, or Mobile Officer will communicate with the emergency aircraft. He may pass instructions or advisory information directly to the aircraft experiencing an emergency. In the event that other aircraft become involved due to runway closure, etc., he will provide advisory instructions to the control tower, but transmission of instructions to those aircraft normally will be made by the tower. The Mobile Control Officer will comply with SOP 50-3055-1 in the performance of his duties.

c. The Fire Chief or his assistant will assume control of the emergency or accident when the aircraft comes to stop. He will release the aircraft to the senior operations officer present when the aircraft is rendered safe for removal and/or investigation. The pilot may terminate the emergency if the affected aircraft system can be monitored safely by the pilot.

d. The senior operations officer, when receiving control of the aircraft, will take necessary steps for reopening the runway as soon as possible. In event there is a delay in re-opening the runway the senior operations officer will instruct the tower to direct airborne aircraft to use another runway or divert to an alternate airfield.

- e. The Deputy Commander for Materiel will be responsible for the removal of the aircraft from runway to an appropriate area.
- f. Radio transmissions by ground vehicles and aircraft will be kept to a minimum to insure that the emergency aircraft can communicate readily with the control tower.

5. PROCEDURES FOR SEARCH AND RECOVERY CONCERNING OFF-BASE CRASHES:

- a. Anyone receiving information concerning an off-base crash or a missing or overdue aircraft, will contact the Command Post and relay all available information. The Command Post will, without delay, notify the Commander, Deputy Commander for Operations or senior operations officer, and the control tower.
- b. The management of the search or recovery mission will be effected from the Command Post briefing room by the mission commander in coordination with the Base Commander.
- c. The Deputy Commander for Operations, or in his absence the senior operations officer, will be the mission commander. The mission commander's duties are outlined in the Mission Commander's Guide maintained by command post personnel.
- d. The Command Post will control all communications during the mission, and will comply with the procedures outlined in Command Post directives.
- e. Unless admitted by the Base Commander, or the mission commander, only the following personnel will be present in the Command Post when an actual search and rescue mission is in progress:

- (1) Briefing Room:
 - (a) Base Commander
 - (b) DCM
 - (c) Mission Commander
 - (d) Contractor Flight Test Director
 - (e) Security Officer
 - (f) Navigator
 - (g) Rescue
 - (h) DCS
 - (i) Weather

(2) Command Post Console:

- (a) Command Post Duty Officer
- (b) Command Post NCOIC
- (c) Command Post Airmen
- (d) Teletype Communications Operator

6. DEPUTY COMMANDER FOR SUPPORT: The Deputy Commander for Support will be responsible for forming and directing the crash recovery convoy. The convoy assembly area will be on the road directly east of the control tower. The Deputy Commander for Support will supply the Command Post with the following information to be maintained in the Mission Commander's Guide:

a. A list of all the Air Force, Contractor, and Security radio equipped vehicles.

b. A list of the appropriate equipment, vehicles and personnel needed for a convoy to support an off-base crash recovery operation.

7. DEPUTY COMMANDER FOR MATERIEL: The Deputy Commander for Materiel will provide a representative to assist the mission commander during a search and recovery mission. The representative will aid in procuring search and recovery aircraft, and support equipment.

8. BASE OPERATIONS: The base operations officer is responsible for maintaining and dispersing the local crash kits. A crash kit control log will be maintained and the crash kits will be checked semi-annually, and after each use, to insure completeness. The contents of the crash kit are listed in the Mission Commander's Guide and on the front of each kit. Base Operations will issue crash kits to aircrew members who participate in search missions. The following sections will be issued a crash kit on a permanent basis:

Kit #1	Commander	Kit #10	Carco (C-47 811Z)
Kit #2	DCS	Kit #11	Carco (C-47 711Z)
Kit #3	DCM	Kit #12	Carco (F-27 1004)
Kit #4	DCOC	Kit #13	LAC (L-1049 23C)
Kit #5	Security	Kit #14	LAC (L-1049 22C)
Kit #6	Fire Chief	Kit #15	LAC (L-1049 1102)
Kit #7	Fire Chief	Kit #16	Heli Section (H-43B)
Kit #8	Fire Chief	Kit #17	thru #25 Base Ops
Kit #9	AFCS (Tower)		

9. FIRE DEPARTMENT: The number of vehicles and radio capabilities of each, as well as procedures and equipment capabilities for off-base operations is contained in the Mission Commander's Guide. The fire chief will be responsible for furnishing the Command Post with this information.

10. HELICOPTER RESCUE SECTION: The helicopter alert pilot will determine his course of action for each particular set of circumstances, and will coordinate with the mission commander on off-base accidents.

11. FLIGHT PLANNING SECTION: The Flight Planning Section will provide a navigator to assist the Mission Commander.

12. SECURITY STAFF:

a. Upon receipt of an on-base emergency, Security will immediately post vehicles at the intersections of North/Delta taxiway and South/Delta taxiway to insure that only personnel authorized in paragraph 13 below are permitted to standby for emergency.

b. In the event of an off-base crash, security personnel will proceed to the site, providing security service and support as necessary.

13. AUTHORIZED ACCESS TO SCENE OF EMERGENCY/ACCIDENT:

a. Personnel, other than fire or medical, authorized to be at or near the scene of the emergency/accident will have the letter A or C visible on their area badge. Other personnel required at the scene will obtain a temporary crash badge from either the DCO, DCM or Contractor Flight Test Director.

b. Authorized personnel and vehicles will not proceed beyond a point within 300 feet of the active runway unless cleared by the fire chief or the senior operations officer. Vehicles will not obstruct the movement of crash/rescue vehicles.

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Lt Col, USAF
Deputy Commander for Operations

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Colonel, USAF
Commander